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Hongkong, 21st June, 1901. [1556]

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## SPORT AND ANECDOTE.

BY AN OLD FOEY.

AT THE HEAD OF THE AVERAGES.

Tottenham, the suburb of North London, is  
already known to my readers by reason of  
providing the champion football team in Asso-  
ciation circles—the Hotspur. But Tottenham  
might easily also produce the crack batsman of  
the season in Charlie McGahey, who once upon  
a time, as the fairy story begins, used to play  
back for the "Spurs." Indeed, there is no doubt  
that the President of years ago, Mr. Jack Oliver,  
who was then supported by McGahey, Ralph  
Bullock, of Liverpool, and Percy Perrin, another  
Essex cricketer, did much to build the Hotspur  
Football Club. But his club cricket was so  
excellent that he was introduced by an admirer  
to Mr. C. E. Green, the old Uppingham boy,  
who has played for Cambridge University and  
Middlesex, and made Essex. I use the word  
"made" advisedly, for if there had been no Mr.  
C. E. Green there would have been no Essex  
county in the championship. McGahey's per-  
formance with Tottenham were so good that  
in his 23rd year he was given a place in the  
Essex eleven, and he has retained it ever  
since, in spite of somewhat delicate health,  
for several times has Mr. Green, who is the  
chairman of the Orient Steamship Company,  
sent McGahey on a voyage to Australia in the  
winter. It was the best way to prevent him  
from risking his life at football, of which he  
was fond. No batsman has commenced the  
campaign of 1901 so auspiciously as McGahey,  
for in his first six innings he scored 77 not out  
and 125 against Sussex, 63 and 77 against  
Warwickshire, and 114 and 145 (not out)  
against Gloucestershire, giving him on May  
25 the fine total of 601, and the still more  
glorious average of 150.25 for four completed  
innings. I guess and calculate that he will  
require some runs to live up to the reputation  
this will bring him.

HIS PROGRESS FOR ESSEX.

But Charlie McGahey, like any other ac-  
complished county cricketer, was not the free gift  
of Nature. He was the product of practice  
and industry is after all the indispensable  
handmaid of genius. In 1893 he was first tried  
for the East Anglian county, but he only scored  
48 in four innings, his downfall being generally  
due to an all-conquering impulse to hit. In  
1894, his second season, he compiled 103 at  
Leyton against Hants, and save in 1896 he has  
never failed to reach three figures at least once  
any summer since that year. But I must not  
overrun my story. His career has been one of  
constant progress, for in 1895, in 26 completed  
efforts, he scored 677. This was the year when  
Essex hit up 692 against Somerset at Taunton.  
Carpenter made 135, ere he was run out, while  
McGahey subscribed 147, and A. P. Lucas, the  
evergreen Cantab, a perfect 135. T. Russell, the  
wicketkeeper, was captured when 99, or Essex  
would have been the first county, instead of  
Yorkshire, to make four individual hundreds  
in one innings. But it should be stated that  
Russell was under the misapprehension that  
he had completed his hundred. This induced  
him to hit out wildly, with the result that  
he was caught. In 1896, as we have said,  
McGahey never reached three figures, but an  
average of 29 was therefore all the more  
creditable as testifying to his consistent  
excellence. During the Diamond Jubilee year  
his defence developed, but he never lost his  
punishing powers, as proved by 94 against  
Sussex, 140 against Sussex, 123 against  
Leicestershire, and 87 against Lancashire.  
It was against the latter county in the  
following summer, that of 1898, that I think  
—and I know Mr. H. G. Owen agrees with  
the opinion—that Essex accomplished the  
greatest feat in their history at Old Trafford,  
when they defeated Lancashire by four wickets,  
even though the Palestine had the first use of a  
good hard pitch, and even though the East  
Anglians were 85 behind on the first venture  
and ultimately were set the very severe task  
of making 336 to win. As a matter of fact  
they scored 339 against Cattell, Mold, Briggs,  
Ellis (Bolton), Baker, and F. Sugg. In this  
veritable triumph McGahey, shared, for his con-  
tribution to the total was 145, his chief partner  
being Percy Perrin. It is curious that McGahey  
and Perrin are frequently alluded to as "The  
Twins," presumably because they are so unlike-  
for they even bat in different styles. Moreover,  
The Twins were first and second in the Essex  
averages this year, for Percy Perrin's figures  
were 36 and McGahey's 35. His companion,  
Perrin, has generally managed to keep about a  
run per innings in front, but this season Mr.  
McGahey is in better health than for some time  
past. Mr. Perrin will have no easy task to  
outstrip his comrade this year.

MR. MCGAHEY'S STYLE.

In addition to being more robust, there is no  
doubt that Mr. McGahey has improved since  
last summer. During the winter he succeeded  
Mr. F. G. Bull as assistant to Mr. O. R.  
Borradale, the old Westminster boy, who is  
the secretary of the County. It was perhaps  
thought in some quarters that his new duties  
would spoil his cricket, but the effect has been  
exactly the contrary. It was a feat to score two  
hundreds in the match against Gloucestershire,  
even though the attack of the visitors was  
weakened by the absence of Roberts and C. L.  
Townsend. To compile two separate centuries  
in one match is really wonderful—despite the  
number of batsmen who have done so—when we  
consider that there are nine ways of getting  
out. Tall in stature and gifted with great  
reach, Charlie McGahey, like most of the  
modern school, is a great forward player. He  
relies for his defence on forward play, whereas  
his friend, Mr. Perrin, believes in back play.  
Nearly all his runs are made by swinging  
drives—both to the off and the on, but probably  
his best hit is just past mid-on, where the fielder  
cannot reach the ball. Unquestionably he is  
one of the very finest of the Essex recruits of

the last few years, and as he has only just  
turned thirty there is plenty of cricket before  
him.

## THE PROPOSED ENGLISH TEAM FOR AUSTRALIA.

In some official circles, but, unfortunately,  
no one cares to talk about the matter in print,  
there is considerable difference of opinion about  
the projected visit of English cricketers to  
Australia during the next Colonial season, on  
the same lines which have hitherto prevailed.  
It was hoped that Mr. A. E. Stoddart's com-  
bination of 1897-98 was the last which would  
leave these shores under the auspices of the  
Melbourne Club, for they finance the under-  
taking and annex the profits. It is not on any  
solid monetary ground, or on any idea that  
English gentlemen are paid by the Colonial  
clubs for the trip, that I object to the scheme.  
If an English team leaves for the Colonies, and  
plays what are called Test Matches in the  
name of England, that team ought to be  
selected and controlled by the Marylebone  
Club and not the Melbourne organisation.  
The Australians want all the benefit arising  
from the game, both in this country and  
their own. Now it is said that the Maryle-  
bone Club gave up the idea of collecting a  
team when they learned that two of our principal  
amateurs declined the Club invitation. It  
would be exceedingly interesting to know who  
those gentlemen were, and if they propose to  
visit the Colonies under the auspices of Mr.  
MacLaren. Such tours as these ought not to  
be a matter of enterprise, but if this is inevitable  
I prefer the plan adopted by Messrs. Spiers and  
Pond, who engaged a professional combination  
and despatched them in 1892. The professionals  
acknowledged that each cleared about £250  
after paying all expenses. This is plain,  
straightforward business, not a sporting ex-  
patriation. Personally I believe in the Maryle-  
bone Club giving an official cachet to all teams  
leaving England for Australia, and I advocate the same  
principle in relation to combinations departing  
from the Colonies for the Mother Country.

## AUSTRALIAN BOWLING.

One thing is certain, whether we send a team  
"down under" or the Australians arrive "up  
above" in 1902, we have not yet discovered the  
bowlers who are to rout the Cornstalks and  
restore the supremacy of England. I note that  
"Felix," the well-known Australian cricket  
critic, declares that Ernest Jones, the  
South Australian fast bowler, has broken down  
through a strain in the leg. Jones may recover,  
but "Felix" is harassed when he writes:—  
The one thing that worries me is the probable  
want of a fast bowler to help Australia next  
season. But if Jones be unable to take the  
field Saunders is a new bowler of the Ferris  
stamp and very difficult to play. Of course, if  
Darling sticks to his sheep-farming in Tasmania,  
if Ernest Jones be "crocked," and if Haghe  
Trumble persists in retiring from the game so  
as to devote himself to business, England may  
have a chance in the future; but there is not  
much glory in it unless we defeat the strongest  
Colonial side.

## A NEW AUSTRALIAN BATSMAN.

They always seem to be finding fresh cricketers  
in Australia. A young medical student,  
L. O. S. Poidevin, has come out at the top of  
the averages there, both in inter-state and  
first grade matches, for his figures are 60.71 as  
against 57.11 by Noble, 55.55 by Trumper, and  
53.45 by Frank Tredale. Like so many more  
of Australia's great cricketers, Poidevin's first  
appearance was made in public school matches,  
and his now more famous fellow schoolboy  
Victor Trumper (both were students at Crown  
St. School, Sydney) having played together  
in many games. Only a matter of six years  
ago Poidevin commenced to play in club cricket,  
and for a couple of seasons he was very success-  
ful. At that time, owing to some peculiar  
whim, "Poidy" (as he is familiarly called on  
and off the field) would not play in the  
Electorate competitions, but stuck to the  
Sydney Varsity team, and it was while with  
the University that his name first began to be  
breathed about as one of the most prom-  
ising youngsters in New South Wales.  
At length he was persuaded to join  
the more important Redfern club, and for  
the past two seasons he has been a very useful  
member of this Electorate team. So well did  
he perform with the bat indeed that New South  
Wales cried out for his selection in what was  
then inter-colonial cricket. But he was not  
selected till after Federation was an accomplish-  
ed fact, and his first appearance was made in the  
inter-state match with South Australia in  
January of the present year—a match which  
has made so great a mark in cricket history as  
having produced the record score in first class  
cricket. Poidevin's remarkable exhibition in  
this important match is full fresh in the  
memory, so fresh indeed as to barely need  
repetition. Briefly, then, he added to the many  
records then established by himself, creating a  
record score of 140 (not out) for a first appear-  
ance in inter-state cricket, and while he was  
compiling these runs he gave but one very  
doubtful chance at point, when he had put  
together 50. As a bat Poidevin is interesting;  
he is very cautious, and takes no liberties  
except with loose and tired bowling; but  
his chief strength lies in his defence,  
reminding one of Albert Ward. He is essen-  
tially a driver, and on this stroke he  
is very powerful; especially is he fond of driving  
hard to the off, and he plays naturally with the  
full face of the bat. As yet he indulges in very  
little cutting, but that he will develop in this  
respect there is no reason to doubt. It is  
exhilarating to watch him drive; he orders into  
the proper spirit of the thing, and when he hits  
the ball, well—it goes. As a bowler he is  
not a success, and he was the worst fielder on  
the Sydney cricket ground in the inter-state  
match. This is his "great failing"—he is a  
careless fielder, and for this reason alone the  
Selection Committee did not pick him before  
for inter-colonial matches. About the build of  
Harry Graham, the Victorian, Poidevin is not  
more than 25 years of age, and while he was at

first inclined to enter the scholastic profession,  
being a pupil and assistant teacher in Sydney,  
he has forsaken that calling, and is now studying  
medicine at the Sydney University at Newtown.  
He has toured with a fair share of success  
through Queensland, New Zealand, Tasmania,  
and Victoria with second elevens of New South  
Wales, and in addition to his cricket successes  
he has held the title of champion lawn tennis  
player of New South Wales. Indeed, I fancy  
that he still possesses this honour. It will be  
interesting to watch his career.

## THE ABORIGINAL AUSTRALIAN BOWLING.

Jack Marsh, the Aboriginal bowler for New  
South Wales, is a native of the Clarence River  
district, a prosperous part of the north coast  
region. He has been playing in club cricket  
in Sydney for years, but latterly has developed  
to a surprising extent, and is now looked upon  
as the best trundler in the premier State. He  
obtains a great number of wickets with his  
" Yorker," but he sends down a tricky ball with  
an off-break which is very deceiving for he  
varies his pace with wonderful judgment.  
Contrary to what one might expect from an  
Australian Aboriginal, he uses his head. He  
makes a long run, with a crouching style, and  
has a peculiar, low delivery—at times very  
questionable. He suffered the indignity of  
being no-balled for throwing. Umpire Curran  
penalising him in the test match at Sydney at  
the end of last year. It is this doubtful delivery  
with the off-break that obtains the wickets, and  
though he bowls a fast ball he is not a "Janes."  
"Jacky" is getting on in years, but keeps very  
fit, and to-day he is supposed to be the fastest  
sprinter in and about Sydney. But, beyond  
being able to bowl, Marsh is almost useless on  
the field, for he has hardly an idea of holding a  
bat or doing anything else. Then men are  
always coming to the front in Australia, and  
if we are not finding good men, depend upon it  
they are.

London, 1st June.

## A STORY OF THE CENTURY.

Here is a quotation from an old friend of  
mine and of yours—a doctor, one of the wisest,  
most kindly-hearted, and successful of the men  
who compose his useful profession.

"One thing," he says, "I have been telling  
my patients for the past forty years, that, so  
far at least as the science of medicine is con-  
cerned, the human mind is merely a name for a  
group of brain functions. The food in the  
blood acts chemically upon certain nerve centres,  
and this is mysteriously worked up into what  
we call reason. In other words, the condition  
of the mind depends upon that of the body."

"For example," continues the doctor, "there  
are people who are troubled by irritability,  
great mental depression, sleeplessness, mental  
hallucination, and those symptoms expressed by  
the general term 'nervousness' (and who also  
suffer from 'neurasthenia'), who might either avoid such  
sufferings or be cured in a month, if they but  
knew that at the bottom of the whole business  
lies the poisonous products of imperfect diges-  
tion. Ninety per cent. of all the cases of mental  
and nervous ailments in persons under fifty are  
directly due to dyspepsia."

Now we will listen to Mr. George Bath.  
"For many years," he says, "my life was  
marred and spoilt by indigestion. At first only  
slight, the attacks became more and more severe  
as the years rolled by, until at last I was a mere  
physical wreck, a ready prey for every disease.  
My head was racked with pain, nerve tics, and  
stomach troubles, and I was almost driven to  
frantic. I had to rush for food, and what  
more I did swallow filled my body with wind  
and caused a most oppressive sense of fullness on  
the chest."

"What with a distressing sense of sinking in  
the stomach, and a constant feeling of sickness,  
through the foul state of my tongue, I felt, as I  
looked, 'of all men most miserable.'"

"This wretched existence—it wasn't life—I  
dragged on for twenty years with just a short  
respite now and then. Each year the disease  
tightened its grip, sapping my strength and  
vitality. Doctors examined me and gave me  
medicine. They lightened my purse, but not my  
ills. At times I turned quite dizzy and faint,  
and got so nervous and depressed that I  
scarcely dared venture out of doors."

"My whole nervous system seemed unstrung;  
the slightest noise distressed me. Why, the  
ticking of a clock, in another room, was suf-  
ficient to keep me awake for hours, and a knock  
at the door would make me jump and tremble  
all over."

"Friends shook their heads as they saw me  
torturing about more dead than alive, and said  
'Bath has not long to live, poor fellow.' That  
was six years ago, but I'm alive still and very  
much alive too. Why, I seem to be getting  
younger every day. Though I am now seventy  
years of age, I am so brimful of energy and  
animal spirits that I feel equal to anything. It  
was Seigel's Syrup that wrought the change,  
nothing else. I owe my life to its wonderful  
power."

"Now, forty Jocks ticking wouldn't spoil my  
sleep, and food must be very indigestible indeed  
to upset me. I would rather lose a 50 than be  
without Seigel's Syrup, for it has made a man  
of me, and added years of happiness to my life."

George Bath, Trafalgar Villa, Windmill Road,  
New Brighton, Kent, April 25th, 1900.  
No word of the writer's can add one jot or  
tittle to Mr. Bath's frank and eloquent state-  
ment, the truth of which is vouched for by  
many independent witnesses, among them being  
Mr. John Sercoe, Relieving Officer, Medway  
Union, Chatham, and Mr. A. Durrant, Short  
Street, Laton Road, Chatham, to both of whom  
Mr. Bath is personally known.

Now turn back to the quotation from the old  
doctor, and you will learn what Mr. Bath's  
disease was. No, never mind, I will set it down  
here—it was dyspepsia. Oh, if my voice could  
but reach all the suffering men and women in  
dear old England, how I would shout to them  
the old doctor's deep saying and the story of  
Mr. Bath's illness and cure. But, as it is, we  
must take the chances of their seeing this  
report in print.

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Hongkong, 17th May, 1895. [1271]

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[1530]

PUT LOG CABIN  
IN YOUR PIPE  
& Smoke it.

Manufactured only by LAMBERT &amp; BUTLER, LTD., LONDON, ENGLAND. [2653-2]



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	CHUBAN	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP	CHUBAN	Brit. str.	—	J. Rafferty	McGREGOR BROS. & CO.	On 11th inst.
LONDON	CHUBAN	Brit. str.	—	—	—	On 11th inst.
LONDON	CHUBAN	Brit. str.	—	—	—	On 11th inst.
LIVERPOOL DIRECT	CHUBAN	Brit. str.	—	—	—	On 11th inst.
BREMEN, VIA PORTS OF CALL	CHUBAN	Brit. str.	—	—	—	On 11th inst.
MARSEILLES, LONDON & ANTWERP, V. ST. PIERRE, &c.	CHUBAN	Brit. str.	—	—	—	On 11th inst.
MARSEILLES & LONDON	CHUBAN	Brit. str.	—	—	—	On 11th inst.
MARSEILLES, &c. VIA PORTS OF CALL	CHUBAN	Brit. str.	—	—	—	On 11th inst.
HAVRE, BREMEN & HAMBURG	CHUBAN	Brit. str.	—	—	—	On 11th inst.
HAVRE & HAMBURG	CHUBAN	Brit. str.	—	—	—	On 11th inst.
HAVRE & HAMBURG	CHUBAN	Brit. str.	—	—	—	On 11th inst.
HAVRE & HAMBURG	CHUBAN	Brit. str.	—	—	—	On 11th inst.
NEW YORK VIA SUEZ CANAL	CHUBAN	Brit. str.	—	—	—	On 11th inst.
NEW YORK VIA PORTS & SUEZ CANAL	CHUBAN	Brit. str.	—	—	—	On 11th inst.
NEW YORK VIA SUEZ CANAL	CHUBAN	Brit. str.	—	—	—	On 11th inst.
NEW YORK	CHUBAN	Brit. str.	—	—	—	On 11th inst.
TRIESTE, &c. VIA PORTS OF CALL	CHUBAN	Brit. str.	—	—	—	On 11th inst.
VANCOUVER, VIA MOJI, &c.	CHUBAN	Brit. str.	—	—	—	On 11th inst.
VANCOUVER, VIA SHANGHAI, &c.	CHUBAN	Brit. str.	—	—	—	On 11th inst.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	CHUBAN	Brit. str.	—	—	—	On 11th inst.
VICTORIA (B.C.) & SEATTLE	CHUBAN	Brit. str.	—	—	—	On 11th inst.
PORTLAND (OR.)	CHUBAN	Brit. str.	—	—	—	On 11th inst.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	CHUBAN	Brit. str.	—	—	—	On 11th inst.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	CHUBAN	Brit. str.	—	—	—	On 11th inst.
AUSTRALIAN PORTS	CHUBAN	Brit. str.	—	—	—	On 11th inst.
AUSTRALIAN PORTS	CHUBAN	Brit. str.	—	—	—	On 11th inst.
AUSTRALIAN PORTS	CHUBAN	Brit. str.	—	—	—	On 11th inst.
KOBE	CHUBAN	Brit. str.	—	—	—	On 11th inst.
KOBE & YOKOHAMA	CHUBAN	Brit. str.	—	—	—	On 11th inst.
NAGASAKI, KOBE & YOKOHAMA	CHUBAN	Brit. str.	—	—	—	On 11th inst.
MOJI, KOBE & YOKOHAMA	CHUBAN	Brit. str.	—	—	—	On 11th inst.
TIENJIN	CHUBAN	Brit. str.	—	—	—	On 11th inst.
SHANGHAI, PORT ARTHUR, CHEFOO, &c.	CHUBAN	Brit. str.	—	—	—	On 11th inst.
SHANGHAI & JAPAN	CHUBAN	Brit. str.	—	—	—	On 11th inst.
NINGPO & SHANGHAI	CHUBAN	Brit. str.	—	—	—	On 11th inst.
ANPING, VIA SWATOW & AMOY	CHUBAN	Brit. str.	—	—	—	On 11th inst.
FOOCHOW & MOJI	CHUBAN	Brit. str.	—	—	—	On 11th inst.
FOOCHOW VIA SWATOW & AMOY	CHUBAN	Brit. str.	—	—	—	On 11th inst.
TAMU, VIA SWATOW & AMOY	CHUBAN	Brit. str.	—	—	—	On 11th inst.
SWATOW, AMOY & FOOCHOW	CHUBAN	Brit. str.	—	—	—	On 11th inst.
HAIPHONG	CHUBAN	Brit. str.	—	—	—	On 11th inst.
MANILA	CHUBAN	Brit. str.	—	—	—	On 11th inst.
MANILA DIRECT	CHUBAN	Brit. str.	—	—	—	On 11th inst.
MANILA	CHUBAN	Brit. str.	—	—	—	On 11th inst.
BOMBAY, VIA SINGAPORE & COLOMBO	CHUBAN	Brit. str.	—	—	—	On 11th inst.

## SHIPPING.

**ARRIVALS.**  
 July 3, QUANTA, German steamer, 1,145 H.  
 Johanna, Newchwang and Chefoo 28th  
 June, Beans and Oil. — MELCHERS & CO.  
 July 4, MIN, British str., 367, J. McD. Howie,  
 Singapore 25th June, Coal. — BUTTER-  
 FIELD & SWIRE.  
 July 4, LYREMOON, German steamer, 1,235  
 Lehmann, Shanghai 1st July, General. —  
 SIEMSEN & CO.  
 July 4, TAIWAN, British str., 1,554, Bradley,  
 Canton 3rd July, General. — JARDINE,  
 MATHESON & CO.  
 July 4, LOKRANG, British str., 879, G. Leask,  
 Canton 3rd July, General. — JARDINE,  
 MATHESON & CO.  
 July 4, BENGAL, British str., 2,731, S. Barcham,  
 Bombay and Singapore 25th June, Mails  
 and General. — P. & O. S. N. Co.  
 July 4, NUBANI, British str., 2,870, J. E.  
 Sandilands, Welhaven 25th June.  
 July 4, CHUBAN, British str., 4,636, Chas. L.  
 Daniel, Shanghai 2nd July, Mails and  
 General. — P. & O. S. N. Co.  
 July 4, DAIJIN MARU, Jap. str., 900, T. Ogata,  
 Tamsui 30th June, Amoy 2nd July and  
 Swatow 3rd, General. — M. B. KAISHA.  
 July 4, HIRPANG, British steamer, 1,040, M.  
 Crockett, Moji 25th June, Coal. — JARDINE,  
 MATHESON & CO.  
 July 4, KWEILIN, British steamer, 1,080, Mac-  
 kenzie, Canton 4th July, General. —  
 BUTTERFIELD & SWIRE.  
 July 4, SULLBERG, German str., 732, Jensen,  
 Canton 4th July, General. — SIEMSEN  
 & CO.

## CLEARANCES.

At the Harbour Master's Office.  
 4th July.  
 Lokrang, British str., for Swatow.  
 Australian, British str., for Shanghai.  
 Siam, Danish str., for Shanghai.  
 Kawachi Maru, Japanese str., for Kobe.

## DEPARTURES.

4th July.  
 LOYAL, German str., for Tientsin.  
 AMERICA MARU, Jap. str., for San Francisco.  
 ACILIA, German str., for Yokohama.  
 LYREMOON, German str., for Canton.  
 ROCKLIGHT, British str., for Balikpapan.

## VESSELS IN DOCK.

3rd July.  
 ABERDEEN DOCKS. — P. C. Kao.  
 KOWLOON DOCKS. — Juno, Union, Iris, Hai-  
 lan, Sussex, Australian, Arcturion, Kohsichang,  
 Kowloon, Taku, Yuenan.  
 COSMOPOLITAN DOCK. — Colonies, München,  
 Simongan.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL  
 STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
 TRALIA, INDIA, ADEN, EGYPT,  
 MEDITERRANEAN PORTS.  
 PLYMOUTH AND LONDON.  
 THROUGH BILLS OF LADING ISSUED FOR  
 BATAVIA, CONTINENTAL AND AMERICAN  
 PORTS.

THE Steamship  
 "CHUBAN."  
 Captain C. L. Daniel, carrying His Majesty's  
 Mails, will be despatched from this for Bombay,  
 on SATURDAY, the 6th July, at Noon,  
 taking passengers and cargo for the above  
 ports.

Silk and Valuable, all cargo for France, and  
 Tea for London (under arrangement) will be  
 transhipped at Colombo into a steamer proceed-  
 ing direct to Marseilles and London; other  
 cargo for London, &c., will be conveyed via  
 Bombay with transhipment.

Parcels will be received at this Office until 4  
 p.m. the day before sailing. The contents and  
 value of all packages are required.  
 Shippers are particularly requested to note  
 the terms and conditions of the Company's  
 Bills of Lading.  
 For further particulars, apply to  
 H. A. RITCHIE,  
 Superintendent.  
 Hongkong, 24th June, 1901.

## VESSELS ON THE BERTH

POSTPONEMENT.  
 DOUGLAS STEAMSHIP COMPANY,  
 LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.  
 THE Company's Steamship  
 "HAITAN."  
 Captain Roach, will be despatched for the above  
 ports TO-DAY, the 5th inst., at 10 a.m.  
 For Freight or Passage, apply to  
 DOUGLAS LARBAIK & CO.,  
 General Managers.  
 Hongkong, 3rd July, 1901. [1880]

FOR KOBE.  
 THE Steamship  
 "TSURUHIKO MARU."  
 will be despatched as above TO-MORROW,  
 the 6th July, at 3 p.m.  
 For Freight or Passage, apply to  
 JARDINE, MATHESON & CO.,  
 Agents.  
 Hongkong, 1st July, 1901. [1851]

FOR SHANGHAI, PORT ARTHUR,  
 CHEFOO AND NEWCHWANG.  
 THE Steamship  
 "HSIEH-HO."  
 Captain Crawford, will be despatched for the  
 above ports TO-MORROW, the 6th July,  
 at 3 p.m.  
 For Freight, apply to  
 SIEMSEN & CO.,  
 Agents.  
 Hongkong, 29th June, 1901. [1618]

INDO-CHINA STEAM NAVIGATION  
 COMPANY, LIMITED.

FOR MANILA.  
 THE Company's Steamship  
 "YUENSANG."  
 Captain P. H. Rolfe, will be despatched as  
 above TO-MORROW, the 6th inst., at  
 4 p.m.  
 This Steamer has superior accommodation for  
 First Class Passengers, and is fitted throughout  
 with Electric Light.  
 For Freight or Passage, apply to  
 JARDINE, MATHESON & CO.,  
 General Managers.  
 Hongkong, 2nd July, 1901. [1668]

THE CHINA MUTUAL STEAM NAVI-  
 GATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE  
 TO  
 VICTORIA (B.C.) AND SEATTLE  
 Calling also at Tacoma and carrying Cargo  
 on through Bills of Lading to New York  
 and other points of the United States  
 in conjunction with the  
 GREAT NORTHERN RAILWAY CO.'S  
 LINE.

THE Steamship  
 "KAISOW."  
 3,921 Tons, Commander G. A. Rodway, is due  
 here on 6th July, and will have quick despatch.  
 Consular invoices must accompany all over-  
 land shipments.  
 For Rates of Freight and further Particu-  
 lars, apply to  
 JARDINE, MATHESON & CO.,  
 Agents.  
 Hongkong, 27th June, 1901. [1609]

THE OSAKI SHOSHEN KAISHA,  
 LIMITED.

FOR TAMSUI VIA SWATOW AND  
 AMOY.  
 THE Company's Steamship  
 "DAIJIN MARU."  
 Captain T. Ogata, will be despatched for the  
 above ports on SUNDAY, the 6th inst.  
 For Freight or Passage, apply to  
 THE MITSUI BUSSAN KAISHA,  
 Agents.  
 Hongkong, 1st July, 1901. [17]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,  
 LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK  
 SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Colombo)	On 12th July. Freight.
WUERZBURG	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 26th July. Freight.
ACILIA	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 9th Aug. Freight.
ALEXANDRIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 2nd Sept. Freight.
SIBIRIA	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 10th Sept. Freight and Passage.

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, NO. 1.NIPPON YUSEN KAISHA  
(THE JAPAN MAIL STEAMSHIP COMPANY).

STEAMERS.	DESTINATIONS.	SAILING DATES.
INDZUMI MARU	VICTORIA, B.C. and SEATTLE U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA.	MONDAY, 8th July, at 4 P.M.
WAKASA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 12th July, at DAYLIGHT.
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 16th July, at NOON.
BINGO MARU	KOBE and YOKOHAMA	FRIDAY, 19th July, at DAYLIGHT.
KAGOSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 19th July, at NOON.
KARUCA MARU	NAGASAKI, KOBE and YOKO- HAMA	FRIDAY, 19th July, at NOON.
YAWATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th July, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the  
 United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and  
 Atlantic Steamers.  
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's  
 Local Branch Office at Prince's Building, First Floor, Chater Road.  
 A. S. MIHARA,  
 Manager.  
 Hongkong, 1st July, 1901. [13]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	"S. Barcham"	10 A.M. 5th July	Freight or Passage.
LONDON, &c.	"CHUBAN"	Noon, 6th July	See Special Advertisement.
MARSEILLES AND LONDON	"J. W. Gordon, R.N.R."	About 12th July	Freight or Passage.
SHANGHAI AND JAPAN	"G. W. Babot"	About 18th July	Freight.

For Further Particulars, apply to  
 H. A. RITCHIE,  
 Superintendent.  
 Hongkong, 5th July, 1901. [1]

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
 AND THE UNITED STATES.  
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
 VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 10 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)  
 "EMPERESS OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th July, 1901.  
 "EMPERESS OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 7th Aug., 1901.  
 "EMPERESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th Aug., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous  
 INLAND SEA OF JAPAN, and annually make the voyage YOKOHAMA to VAN-  
 COUVER (B.C.) in 11 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey,  
 and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS  
 of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent  
 FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.  
 Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-  
 Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return  
 tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
 Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and  
 Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS,  
 (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL  
 TRAINS (the Company having received the highest award for same at recent Chicago World's  
 Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY  
 through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated  
 by the Company, and their appointments and Cuisine are unexcelled.

## SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed  
 on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings.  
 "TARTAR" 4,425 Tons. Comdr. G. D. Boyce, R.N.R.  
 "ATHENIAN" 3,983 Tons. Comdr. H. Mowat.

Taking Cargo and Passengers for all points in CANADA and UNITED STATES.  
 In addition to their excellent Saloon Passenger accommodation, these steamers are especially  
 adapted for 3RD CLASS EUROPEAN PASSENGERS, and usually make the run between  
 YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
 D. E. BROWN, General Agt. n.b.  
 Pedder's Street.  
 Hongkong, 3rd July, 1901. [10]

NORTHERN PACIFIC  
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI,  
 INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA  
 IN CONNECTION WITH  
 NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
QUEEN ADELAIDE	2,832	F. McNeil	July 8th
OLYMPIA	2,837	J. Trubridge	July 16th
GLENORA	3,750	W. Frakes	July 26th
TACOMA	2,911	J. Alwen	August 6th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the  
 PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED  
 STATES and to EUROPE.

Excellent accommodation. First-class Table. Doctors and Stewards carried.  
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, 248.  
 The Railroad travelling is second to none on the American Continent; two trans-continental  
 trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night  
 TACOMA to NEW YORK in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUN-  
 TAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA AND TACOMA, 235.  
 The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA.  
 and TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Points on application.  
 A special rate allowed to members of Government Service.  
 For further information as to Passage or Freight, apply to  
 DODWELL & CO., LIMITED,  
 General Agents.  
 Hongkong, 5th July, 1901. [11]

IMPERIAL GERMAN MAIL  
LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
 SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,  
 PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON  
 AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTH AMERICA TO LAND PASSENGERS AND LOGGERS.  
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
 IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	SAILING DATES.
KIAUCHOU (Hamburg-Amerika Linie)	THURSDAY, 11th July.
DAYERN	THURSDAY, 25th July.
STUTTGART	THURSDAY, 2nd August.
KONIG ALBERT	THURSDAY, 22nd August.
PRINZESS IRENE	THURSDAY, 15th September.
PRINZ HEINRICH	THURSDAY, 2nd October.
PREUSSEN	WEDNESDAY, 18th October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 30th October.
SACHSEN	WEDNESDAY, 13th November.
KIAUCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 27th November.
DAYERN	WEDNESDAY, 11th December.
STUTTGART	WEDNESDAY, 25th December.
KONIG ALBERT	WEDNESDAY, 8th Jan., 1902.
PRINZESS IRENE	WEDNESDAY, 22nd Jan., 1902.
PRINZ HEINRICH	WEDNESDAY, 5th Feb., 1902.
PREUSSEN	WEDNESDAY, 19th Feb., 1902.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 5th Mar., 1902.
SACHSEN	WEDNESDAY, 19th Mar., 1902.

ON THURSDAY, the 11th day of July, 1901, at Noon, the Steamship "KIAUCHOU"  
 of the HAMBURG-AMERIKA LINIE, Captain P. Lamschloes, with MAELS, PASSEN-  
 GERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and  
 GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 9th July, Cargo and Specie  
 will be received on Board until 5 P.M. on WEDNESDAY, the 10th July, and Parcels will be  
 received at the Agency's Office until Noon on WEDNESDAY, the 10th July.  
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,  
 and Parcels should not exceed Two Feet Cubic in Measurement.  
 The Steamer has splendid accommodation, and carries a Doctor and Stewards.  
 Linen can be washed on board.

NORDDEUTSCHER LLOYD.  
 For further Particulars, apply to  
 MELOERS & CO., AGENTS.  
 Hongkong, 28th June, 1901. [9]



# VESSELS ON THE BERTH.

## OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"PATROCLUS"	On 10th July.
GLASGOW and LIVERPOOL	"STENTOR"	On 23rd July.
GLASGOW and LIVERPOOL	"TANTALUS"	On 29th July.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 7th August.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"PROMETHEUS"	On 11th July.
LONDON	"ALCINOUS"	On 23rd July.
LONDON	"PELEUS"	On 29th July.
LIVERPOOL Direct	"GLAUCUS"	On 15th July.

Hongkong, 28th June, 1901.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
FOOCHOW and MOJI	"KWEILIN"	On 5th July.
BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 11th July.
NINGPO and SHANGHAI	"WOOSUNG"	On 18th July.
MANILA	"KASHING"	On 24th July.
TIENSI	"KWEIYANG"	On 30th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIWAN"	On or about 14th July.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 5th July, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship

"PERLA," will be despatched as above on MONDAY, the 8th inst., at 5 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to  
**SHEWAN TOMES & CO.,**  
General Managers.

Hongkong, 1st July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU," will be despatched for the above ports on WEDNESDAY, the 10th July.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 1st July, 1901.

THE UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI," will be despatched for the above port on or about 10th July, 1901.

For Freight, apply to

JARDINE, MATHESON & CO.,  
Agents.

Hongkong, 14th June, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

Having established a REGULAR SERVICE OF STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in connection with the

GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior

points of U.S.A. to the Orient.

THE Steamship

"KINTUCK,"

Sails from Seattle about the 10th of July.

"CHINGWU,"

Sails from Seattle about the 24th of July.

"HYSON,"

Sails from Seattle about the 10th of August.

"KAISOW,"

Sails from Seattle about the 24th of August.

and will be followed by the Company's regular sailings.

For further particulars, apply to

THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK;

To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits;

FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to

GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & CO., Agents.

Hongkong, 29th June, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with LINDO

CHINA STEAM NAVIGATION Co.'s fortnightly

service hence to CALCUTTA. Sailings from

Calcutta for Cape Ports every fortnight.

For Freight and further particulars,

apply to—

**DODWELL & CO., LIMITED,**

General Agents for China and Japan.

Hongkong, 4th August, 1897.

## VESSELS ON THE BERTH

## U. S. MAIL LINES.

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.
"PERU"	SATURDAY, 1st Sept., at Noon.
"COPTIC"	TUESDAY, 10th Sept., at Noon.

THE P. M. S. S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, or to Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 3rd June, 1901.

GLEN LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Company's Steamship

"GLENESK,"

Captain J. Rafferty, will be despatched for the above ports on the 11th July.

For Freight or Passage, apply to

McGREGOR BROS. & GOW,  
Agents.

Hongkong, 18th June, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamship

"INDRAVELLI," "INDRAPURA,"

"KNIGHT COMPANION,"

between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship

"INDRAPURA"

will be despatched for Portland (Or.) on or about the 12th July.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON,  
General Agent,

or to

**SHEWAN TOMES & CO.,**

Hongkong, 22nd June, 1901.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA,"

Captain Williamson, will be despatched for the above port on or about 1st August, 1901.

For Freight, apply to

**SHEWAN TOMES & CO.,**  
Agents.

Hongkong, 13th June, 1901.

FOR NEW YORK.

THE 3/3 A.L.L. American ship

"I. F. CHAPMAN,"

shortly expected here from KOBE, will load for the above port, and will have quick despatch.

For Freight, apply to

**ARNOLD, KARBURG & CO.,**

Hongkong, 2nd July, 1901.

FOR NEW YORK.

THE 3/3 A.L.L. American ship

"I. SCHEFF,"

will load for the above port, and will have quick despatch.

For Freight, apply to

**CARLOWITZ & CO.,**

Hongkong, 3rd June, 1901.

## VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Aemul, will be despatched for the above ports on WEDNESDAY, the 17th July, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 3rd July, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, KARACHI, ADEN, SUEZ, PORT SAID, RIOME AND TRIESTE.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, VENICE, ADRIATIC PORTS)

THE Company's Steamship

"MARIA VALERIE,"

Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th inst., P.M. Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Freight, apply to

**SANDER, WIELER & CO.,**  
Agents.

Hongkong, 1st July, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

MANUEL LACRUZ, Amr. ship, Nichols—Standard Oil Co.

SEA WITCH, American ship, Howes—Master.

HONGKONG.

STEAMERS.

Australian, British, etc., 3,000, Helms, June 10, Gibb, Livingston & Co.

Bengal, British, etc., 2,751, Barclay, July 4, P. & O. S. N. Co.

Burnside, Amr. str., 1,400, Laffin, April 14, U.S. Government

Chusan, British str., 2,852, Daniel, July 4, P. & O. S. N. Co.

Daijin Maru, Japanese str., 900, Ogata, July 4, M. B. Kaisha

Donawong, German str., 1,057, Textor, July 2, Butterfield & Swire

Devonshire, British str., 2,364, Conll, June 17, Standard Oil Co.

Elsa, German str., 1,702, Schenwandt, June 26, Jenson & Co.

Germania, Ger. str., 1,713, Bendixen, June 29, Jenson & Co.

Haitan, French steamer, 377, Merlees, June 9, A. R. Marty

Haitan, British steamer, 1,183, Roach, July 2, Douglas Lauprak & Co.

Hipsang, British str., 1,040, Crockett, July 4, Jardine, Matheson & Co.

Holhae, French str., 509, Merlees, July 3, A. R. Marty

Kansu, British steamer, 1,247, Arnold, June 25, Butterfield & Swire

Kashang, British str., 1,138, Sanderson, July 2, Butterfield & Swire

Kawachi Maru, Jap. str., 690, Thompson, July 3, Nippon Yusen Kaisha

Keongwai, German str., 1,115, Riagen, June 26, Melchers & Co.

Kohlschlag, German str., 1,291, Leuss, June 18, Butterfield & Swire

Kweilin, British str., 1,030, Mackenzie, June 26, Butterfield & Swire

Loksang, British steamer, 979, Leask, June 28, Jardine, Matheson & Co.

Maung, British str., 1,643, Welsh, June 21, Jardine, Matheson & Co.

Michael Jensen, Ger. str., 710, Jensen, July 3, Jenson & Co.

Min, British steamer, 367, Howie, July 4, Butterfield & Swire

Muenchen, German str., 4,691, Krebs, May 28, Melchers & Co.

Nanshan, British str., 1,299, Jones, June 27, Bradley & Co.

Oak Branch, British str., 2,064, Schell, June 12, Dodwell & Co., Limited.

Quarta, German str., 1,140, Johannsen, July 4, Melchers & Co.

Queen Adelaide, Brit. str., 1,835, McNafr, June 21, Dodwell & Co., Limited.

Sagami, Amr. str., 500, Hamilton, July 1, Orler

Siam, Danish steamer, 1,488, Glahn, June 2, Melchers & Co.

Sinongai, Dutch str., 1,818, Sandman, April 18, Chinese

Sullberg, German str., 782, Jensen, July 1, Siemens & Co.

Taisang, British str., 1,544, Bradley, July 1, Jardine, Matheson & Co.

Tsuruhiko Maru, Jap. str., 1,240, Kagami, July 2, M. B. Kaisha

Wongkol, German str., 1,108, Hartling, June 29, Melchers & Co.

Wosang, British str., 1,105, Dowson, July 1, Butterfield & Swire

Yuehsang, British str., 1,128, Rolfe, July 2, Jardine, Matheson & Co.

RAILWAY VESSELS.

Celest Barrill, British ship, 1,764, Jelfy, May 29, Orler

Holliswood, Amr. bark, 1,084, Knight, June 14, Orler

Manuel Laguno, Amr. ship, 1,650, Nichols, June 30, Standard Oil Co.

M. de Villars, French bark, 1,171, Rional, May 31, E. A. Frading Co., Limited.

Sea Witch, Amr. ship, 1,173, Howes, Feb. 21, Master

Sussex, British bark, 1,212, Guthrie, May 17, Master

NOTICE.

TENDERS are hereby called for the

ERECTION OF BRICK SHOPS at

JESSELTON for the NORTH BORNEO

GOVERNMENT, particulars of which may be

seen at the



